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NO. 12,467. 五十七年四月一號 HONGKONG, TUESDAY, FEBRUARY 8th, 1893. HONGKONG, TUESDAY, FEBRUARY 8th, 1893.

NOTE.

Communications, respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Attorney.

Advertisements and Subscriptions, which are not entered for a fixed period will be continued until otherwise notified.

Orders for extra copies of this Paper should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Editorial Office, Address, Press, A.M.O. Code, Hongkong, No. 29. Telephone No. 12.

NEW ADVERTISEMENTS

QUEEN'S COLLEGE
TERM BEGINS MONDAY, 14th

APPLICANTS for Admission must present themselves, accompanied by Parents or Guardians, in the Hall on SATURDAY, the 12th, at 9 A.M.

Applications for Re-Admission must be made on THURSDAY, the 10th, at 10 A.M. others will be too late to receive Attention.

GEO. H. BATESON WRIGHT, D.D.

Head Master

W. H. BATESON WRIGHT, D.D.

Head Master

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THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, COREA, INDO-CHINA,
Straits, NETHERLANDS INDIA,
SIAM, PHILIPPINES, BORNEO, &c., &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY

THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST.

1898.

THE THIRTY-NINTH ANNUAL ISSUE,
Royal Octavo. Complete with Twelve Maps
and Plans, pp. 1,302, 37. Directory only, pp.
223, \$1.50.

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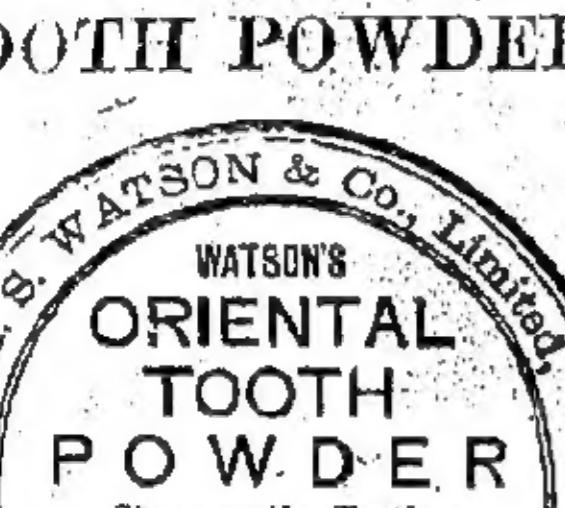


THE HONGKONG DISPENSARY.

FAVOURITE TOILET
ARTICLES.

WATSON'S

ORIENTAL



TOOTH POWDER.

HOME TRADE

China, and Manilla

The favorite Dentifrice referred to in this label, is one of our oldest Proprietary Articles. Few who have ever tried it use any other, and many of our customers take a large supply with them on leaving the Colony.

THE

HONG KONG

TAI YEEK FONG

HAIR WASH.

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THIS ELEGANT TOILET REQUISITE
COMBINES THE PROPERTIES OF
A RESTORER, POMADE, AND
WASH.

As a Restorer.—Nutritive and Strengthening.
As a Pomade.—Not a Grease, but acting as such.
As a Wash.—Cooling, Cleaning and Astringent.

SOUL PEOPLES:

A. S. WATSON & CO., LIMITED,
HONGKONG, CHINA, AND MANILA.

Established A.D. 1841.

Hongkong, 6th January, 1898. [24]

NOTICE TO THE CORRESPONDENTS
ONLY communications from the news columns
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Correspondents must forward their names and address
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and the boats could comfortably carry all sail, but they were going through the water pretty fast. Eric and Miette soon passed Ladybird and Phoebe, making a long tack to Kowloon Bay, arrived at the Rocks a good third. Maid Marion went rather too far towards Quarry Bay and over-reached the mark.

An uneventful run brought the boats to the finish and the line was crossed as below:—

A CLASS.

Total
Finish. Marks. Marks
to date.

Erica	4	23	12	10	48
Miette	4	23	20	4	43
Phoebe	4	23	49	1	3
Admiral	4	23	49	4	4
Maid Marion	4	33	23	—	32
Sylvia	4	35	23	—	32
Chanticleer	—	6	—	—	—
B CLASS.					
Ladybird	4	26	10	10	58
Dart	4	30	24	4	8
Peyton	4	35	23	1	37

THE REPORTED BRITISH LOAN.

We learn from a well-informed source that the negotiations between the Peking Government and the British capitalists who are negotiating the proposed loan have come to a standstill owing to the strong insistence of the British that the head of the I. M. Customs will always be a Briton, and that the Yangtze Waterways will be under British Administration in case of default of payment, or otherwise, by the Chinese Government. These two points are the key to the whole position and it is easy to surmise whence the chief opposition thereto comes. The Peking Government is said to be willing to give these guarantees but its "friends" will not allow it to do so.—*China Gazette*.

RUSSIA OCCUPIES MANCHURIA.

CHINESE OFFICIAL DENIALS.—
Shanghai, 3rd February.
No announcement made in these columns was first reported the German seizure of Kiaochow, has been published of such grave importance as to be excluded from the news columns, giving the first authentic information of the Russian occupation of Manchuria, and the presence of a formidable force of Russian troops in Kiao. There is no longer any use blushing our eyes to this flagrant fact in the situation, which makes for the dismemberment of the Chinese Empire. The telegram from our special correspondent, dated Newchwang 5.10 p.m. on 1st Feb., states that the British Ambassador has arrived in Kiao. It was sent in plain English by our correspondent, whose name was signed, and it apparently escaped the Committee which we know too well the Russian officials exercise over all postal and telegraphic matters passing through Chinese hands at Peking, Newchwang, Tsinan, and Port Arthur. It will be noted that our Correspondent did not say "the Russian Ambassador" at Kiao, but "Kiao" being also the name of the Chinese province which runs westward from the Ussuri to the Songari, from the boundary of the Primor, or Russian Manchuria. He may have meant the province or he may have meant the city, but the "proposition" in would seem to us to imply that the Russians had actually occupied, or arrived in the city named. For days past it had been known that the Russian troops had entered into Chinese territory, and the numbers were variously estimated at from four hundred to 12,000. Readers in China, familiar with the country, need not be told that there is often a substratum of truth in the wildest Chinese reports, and that if due allowance is made for the tortuous twisting of one Celestial, it is not to be wondered at that such a truth may frequently be found at the bottom of their reports. In this case the rumours, which we have mentioned in this paper, referring to the presence of Russian troops at Dargai and Kiao, which I saw the General Biggs commands the Division, but as he was in command of the 1st Division had commanded here on the 17th. The 1st Division, under General Palmer, had been ordered to Kiao, and the 2nd, under General Kempter, and the 4th under General Westmacott, had come to Kiao, and the 3rd Brigade (under General Kempter) to Kiao at 4 p.m., and the 4th Brigade (under General Westmacott) at 4.30 p.m. This meant getting up at 3 a.m. or rather 2.30 a.m. As we were not allowed even to order our horses the night before, so had only to put on my coat and decorations in the morning. At 4 a.m. the British was rung, so as to be ready for the attack, and they had their orders to make a direct attack on the Kiao. The General had his horse, and the 4th Brigade, under General Palmer, started at 6 a.m. from Chelmsford, Essex, and the 3rd Brigade, under General Palmer, started at 6.30 a.m. from Colchester, Essex, and the 2nd Brigade, under General Palmer, started at 7 a.m. from Chelmsford, Essex, and the 4th Brigade, under General Palmer, started at 7.30 a.m. from Colchester, Essex, and the 3rd Brigade, under General Palmer, started at 8 a.m. from Chelmsford, Essex, and the 4th Brigade, under General Palmer, started at 8.30 a.m. from Colchester, Essex, and the 3rd Brigade, under General Palmer, started at 9 a.m. from Chelmsford, Essex, and the 4th Brigade, under General Palmer, started at 9.30 a.m. from Colchester, Essex, and the 3rd Brigade, under General Palmer, started at 10 a.m. from Chelmsford, Essex, and the 4th Brigade, under General Palmer, started at 10.30 a.m. from Colchester, Essex, and the 3rd Brigade, under General Palmer, started at 11 a.m. from Chelmsford, Essex, and the 4th Brigade, 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VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 15 knots.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 18th Feb., 1898.
EMPEROR OF JAPAN, Comdr. G. A. Los, R.N.R. WEDNESDAY, 18th Mar., 1898.
EMPEROR OF CHINA, Comdr. H. Pybus, R.N.R. WEDNESDAY, 6th April, 1898.

THE magnificient TWIN SCREW STEAMSHIPS of the Line pass through the famous INLAND SEA OF JAPAN and call at the ports of YOKOHAMA, KOBE, SHANGHAI, TACOMA, VICTORIA, B.C., and CALIFORNIA, THREE DAYS FROM HONGKONG. In the Trans-Pacific journey and return connection at Vancouver with the PALATAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Boarded through to all principal points and ADDED TO THE WORLD. Return tickets to various points of call are issued at a nominal charge of 12 dollars. SPECIAL SERVICES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATAL STEAMSHIPS (second to none in the world), THE LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and the appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 20th January, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain	Proposed Sailing	Steamer	Tons.	Captain	Proposed Sailing
VICTORIA	3,167	J. Trudbridge	Feb. 22	BRADMAR	3,601	E. Porter	March 8
OLYMPIA	2,605	T. H. Dobson	March 15	MOGUL	3,634	W. H. Wright	March 29
COLUMBIA	2,605	A. Gow	April 1	ANVIL	2,907	W. Ward	May 3
TACOMA	2,549	A. Dixie	April 26	BRADMAR	3,001	E. Porter	

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Tables. DOCTOR and STEWARD carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE SHIPS.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, £28.

The best route to the KLDYNGE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to SYDNEY and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded by that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that port.

Parcels must be sent to our Office (with address marked in full) by 6 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CADLILL & CO., General Agents.

Hongkong, 2nd February, 1898.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BINGO MARU [NAGASAKI, MOJI, KOBE] WEDNESDAY, 17th February, 1898.

KAGOSHIMA MARU [SEATTLE, WASH., U.S.A., VIA KOBE] MONDAY, 18th February, 1898.

IZUMI MARU [KOBE & YOKOHAMA] THURSDAY, 17th February, 1898.

KAMAKURA MARU [MARESILLES, LONDON & ANGLO-CHINA, VIA SINGAPORE] THURSDAY, 17th February, 1898.

SAGAMI MARU [SHANGHAI, JINSEN, SHIMONOSEKI, TAKAMATSU, KOBE] FRIDAY, 18th February, 1898.

TOKIO MARU [NAGASAKI, KOBE & YOKOHAMA] MONDAY, 21st February, 1898.

MATSUYAMA MARU [BOMBAY, VIA SINGAPORE (Trans-shipping Cargo for Java Ports), TAKAMATSU, COLOMBO, & PORT SAIGON] TUESDAY, 22nd February, 1898.

OMI MARU [SYDNEY & MELBOURNE VIA TUESDAY ISLAND, TOWNSVILLE & BRISBANE] FRIDAY, 25th February, 1898.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 7th February, 1898.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON. REMARKS.

LONDON, &c. [GANGES] [Naga. 19th] [Feb.] See Special Advertisement.

LONDON, &c. [T. F. Creasy] [About 19th] [February] Freight or Passage.

For Further Particulars, apply to

H. A. BITCHIE, Superintendent.

Hongkong, 8th February, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain T. R. Galsworthy, will be despatched as above TO-MORROW, the 9th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th February, 1898.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, AND HAMPOEG.

THE Company's Exte Steamer

"DARMSTADT"

will be despatched as above on or about 15th of February, 1898.

To be followed by the Steamer

"CREFIELD,"

on or about the 15th of March, 1898.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 29th December, 1897.

MELCHERS & CO., Agents.

Hongkong, 3rd February, 1898.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	LAST & CO.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	Shanghai	Bishop	J. Bishop	P. & S. N. Co.	On or about 10th inst.
LONDON	London	Bray	J. Jones	W. & S. Co.	On 18th inst., at Noon.
LONDON VIA STRAITS, &c.	Ganges	Bray	J. Davies	P. & S. N. Co.	On 18th inst., Daylight.
BREMEN VIA PORTS OF GERMANY	Ploughsey	Bray	J. Davies	On or about 15th inst.	
ANTWERP, BREMEN, HAMBURG, &c.	Sachsen	Bray	J. Davies	On 17th inst., at Noon.	
MARSEILLE, LONDON, &c.	Kanakura Maru	Bray	J. Davies	On 12th inst., at Noon.	
YARRE	La Coquille	Bray	J. Davies	Nippon Yusen Kaisha	On 14th inst., at 4 p.m.
Empress of India	Empress of India	Bray	J. Davies	Messageries Maritime	On 22nd inst., at Noon.
WAGENVEER, V. SHANGHAI, &c.	Empress of India	Bray	J. Davies	Canal & Pacific Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Empress of India	Bray	J. Davies	Godwin & Co.	On 23rd inst., at Noon.
NEW YORK & YOKOHAMA	Empress of India	Bray	J. Davies	Godwin & Co.	On 1st March, 1898.
BEAUFORT, NEWTON, V. KOREA	Empress of India	Bray	J. Davies	Godwin & Co.	On 10th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA V. SUEZ	Empress of India	Bray	J. Davies	Godwin & Co.	On 21st inst., at 4 p.m.
Kapokawa Maru	Empress of India	Bray	J. Davies	Godwin & Co.	On 17th inst., at 4 p.m.
Standard	Empress of India	Bray	J. Davies	Godwin & Co.	On or about 11th inst.
Amor-ship	Empress of India	Bray	J. Davies	Godwin & Co.	On 12th inst., at Noon.
Baltimore	Empress of India	Bray	J. Davies	Godwin & Co.	On 13th inst., at Noon.
San Francisco, &c.	Empress of India	Bray	J. Davies	Godwin & Co.	On 20th inst., at Noon.
YOKOHAMA, KOREA, & TACOMA	Empress of India	Bray	J. Davies	Godwin & Co.	On 21st inst., at Noon.
YOKOHAMA, KOREA, & TACOMA	Empress of India	Bray	J. Davies	Godwin & Co.	On 22nd inst., at Noon.
Empress of India	Empress of India	Bray	J. Davies	Godwin & Co.	To-morrow, at Noon.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SOUTHBAYA.

THE Company's Steamship

"HUEPH."

Captain Qual. will be despatched as above

TODAY, the 8th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWINE.

Agents: Hongkong, 5th February, 1898.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai), Nagasaki, Kobe, Inland & Suez Canal, Sea, Yokohama and Honolulu.

PERU (via Shanghai), Nagasaki, Kobe, Inland & Suez Canal, Sea, Yokohama and Honolulu.

CITY OF LIMA (via Shanghai), Nagasaki, Kobe, Inland & Suez Canal, Sea, Yokohama and Honolulu.

LYDDEHORN

will be despatched as above on or about the 15th February, 1898.

To be followed by the S.S. "ORWELL,"

on or about the 23rd February, 1898.

For Freight, apply to SHEWAN, TOME & CO.

Agents: Hongkong, 5th February, 1898.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR SHANGHAI AND KOREA.

THE Company's Steamship

"MARIA VALERIA."

Captain R. M. M. will leave for the above places on or about FRIDAY, the 11th inst.

For Freight or Passage, apply to SANDER & CO.